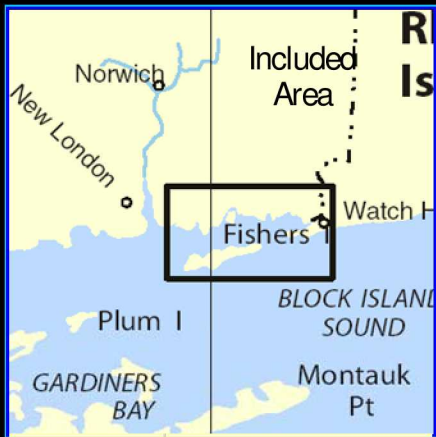


# BookletChart<sup>TM</sup>

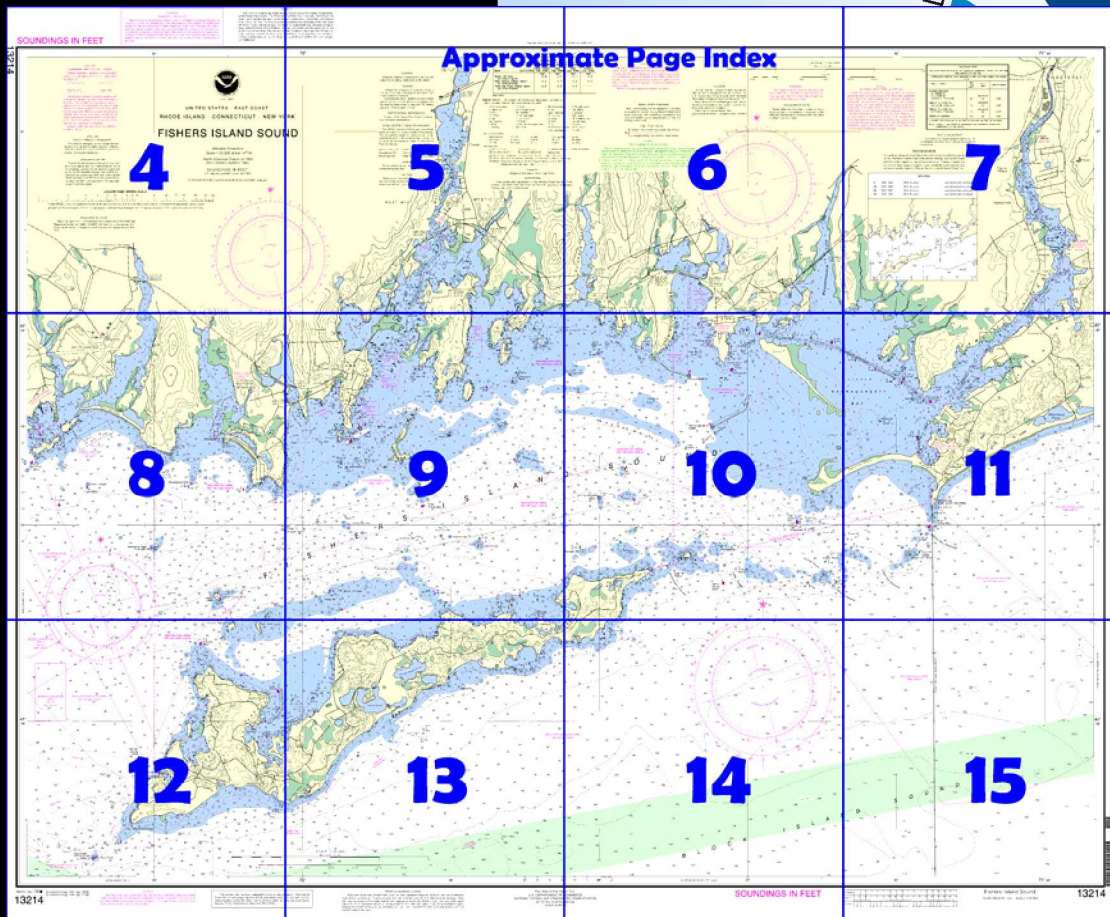
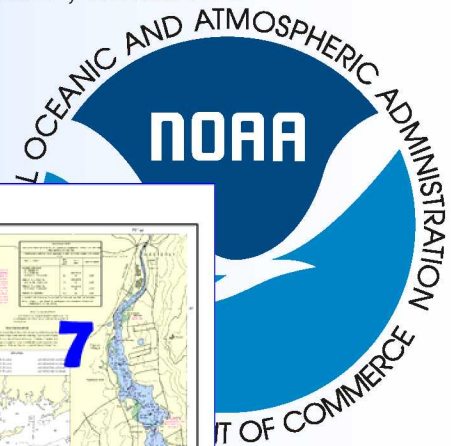
## Fishers Island Sound

(NOAA Chart 13214)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

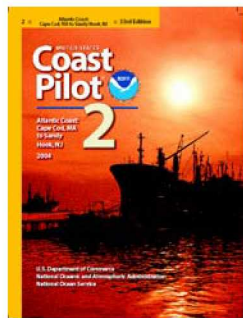
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 2, Chapter 7 excerpts]**

(68) **Watch Hill**, about 17.5 miles west of Point Judith, is a high bare bluff on its easterly side with several large hotels and summer houses.

(69) **Watch Hill Light** (41°18.2'N., 71°51.5'W.), 61 feet above the water, is shown from a square gray granite tower, 45 feet high, attached to a white building with a red roof, on **Watch Hill Point**.

(70) **Gangway Rock**, awash at low water, is part of a boulder reef extending about 0.2 mile

southward from Watch Hill Light.

(71) **Watch Hill Passage** is the principal entrance to Fishers Island Sound from eastward, and the only one used by strangers. It has a least depth of about 17 feet.

(78) **Wicopesset Passage**, between Wicopesset Island and East Point, is narrow and is obstructed by a rock in the middle marked by a buoy; it is suitable only for small craft and should not be used by strangers.

(80) **Fishers Island**, 6 miles long, is hilly and sparsely wooded.

**Chocomount**, 136 feet high, is the highest point on the island. **East Point**, at the east end of the island, is marked by several large houses. The former Coast Guard station at East Harbor, about 1 mile from East Point of Fishers Island, is prominent; numerous buildings on the western part of Fishers Island and a large yellow hotel building are conspicuous. The radar antenna on **Mount Prospect**, near the west end of the island, south shore, is the most prominent landmark on Fishers Island from seaward.

(81) **Race Point Ledge**, partly bare at low water, extends about 0.2 mile southwestward from **Race Point**, the southwest extremity of Fishers Island, and is marked at its end by a buoy.

(82) **Race Rock**, on the northeast side of The Race, is nearly 200 yards in diameter, with a depth of 8 feet. A ridge with a least depth of 25 feet is reported extending about 370 yards south of Race Rock. Mariners should use caution when transiting just SSW of Race Rock as this area has been reported to have much lesser depths than 25 feet.

(83) **Race Rock Light** (41°14.6'N., 72°02.8'W.), 67 feet above the water, is shown from a granite tower attached to a dwelling on a granite pier on the rock. A fog signal is sounded at the station.

(84) **The Race**, the main entrance to Long Island Sound from eastward, extends between Fishers Island and Little Gull Island, between which is a width of about 3.5 miles. The only dangers are Valiant Rock, nearly in the middle, and Little Gull Island with its reefs.

(218) **Fishers Island Sound** extends between the mainland of Connecticut and Fishers Island, and forms one of the entrances into Long Island Sound that is used to some extent by light tows and other vessels up to 14-foot draft.

(226) **East Harbor** and **Chocomount Cove**, in the north shore of Fishers Island, are sometimes used as anchorages by small craft.

(229) **West Harbor**, on the north side of Fishers Island southeastward of North Dimpling Light, affords shelter from southerly winds. In April 1986, the dredged channel leading into the harbor along the west shore had a controlling depth of 12 feet.

(234) **Napatree Beach**, 1.3 miles long between Watch Hill Point and **Napatree Point**, is bare. **Sandy Point**, about 1.4 miles north-northwestward of Napatree Point, is at the northwestern end of a long and narrow sand island in Little Narragansett Bay.

(238) **Little Narragansett Bay**, at the eastern end of Fishers Island Sound, is entered at its extreme western end southward of Stonington Point.

(243) **Pawcatuck River**, entered just south of **Pawcatuck Point**, extends about 4 miles to Westerly.

(250) **Stonington Harbor**, 3 miles northwestward of Watch Hill Point, is protected by breakwaters on each side. Each of the breakwaters is marked at its seaward end by a light. The controlling depth to the inner harbor is about 11 feet. (266) **Ram Island**, about 0.4 mile southwest of Mason Island, is wooded and grass-fringed. **Ram Island Shoal**, extending nearly 0.5 mile westward from Ram Island, has little water over it and many rocks bare at low water. **Whaleback Rock** and the islet 300 yards northwestward of it are bare.

(272) **Mystic Harbor** is the approach to the towns of Noank and Mystic. A dredged channel leads from Fishers Island Sound through Mystic Harbor and into Mystic River to Mystic Seaport Museum Wharf, about 0.6 mile above the bascule bridge.

(277) **Mystic River** flows into Mystic Harbor from northward just below Mystic. The river is used by recreational craft, the local fishing fleet, and by transient craft visiting Mystic Seaport.

(285) **Mumford Cove** is entered about 2 miles west of Mystic Harbor. A privately dredged channel leads northward from the entrance to the head of the cove; two spur channels lead eastward from the main channel, about 0.3 mile and 0.6 mile, respectively, above the entrance.

# Table of Selected Chart Notes

## HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM Dec. 18/10  
Corrected through LNM Dec. 7/10

**Mercator Projection**  
Scale 1:20,000 at Lat. 41°18'

**North American Datum of 1983**  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

## NOTE B

These waterways are marked with numerous uncharted private aids.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## AUTHORITIES


Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Providence, RI	WXJ-39	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

## FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:   
Submerged piling may exist in these areas.

## CAUTION



### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

	
Pipeline Area	Cable Area



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.


Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 (Accurate location)  (Approximate location)

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.356" northward and 1.737" eastward to agree with this chart.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

## SMALL CRAFT WARNINGS

Small craft warnings will be displayed from sunrise to sunset from Suffolk County Marine Police Patrol Boats underway in the coastal and navigable inland waters of Suffolk County Long Island New York. For boating season only.

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

PAWCATUCK RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2004 AND SURVEYS TO FEB 1997			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
CHANNEL ENTRANCE AT RHODES PT TO A POINT IN 41°20'29.5"N, 71°49'54.8"W	9.2	MID-WIDTH 50	1-2-97
THENCE TO A POINT IN 41°21'41.2"N, 71°50'17.3"W	7.2	MID-WIDTH 50	1-2-97
THENCE TO A POINT IN 41°22'13.9"N, 71°49'54.5"W	5.1	MID-WIDTH 50	1-2-97
THENCE TO WESTERLY	47.2	40	1-2-97
A. EXCEPT FOR SHOALING TO 3.3 FEET IN THE LAST 300 FEET OF CHANNEL.			
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## NOTE C

### RECOMMENDED VESSEL ROUTE

Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Watch Hill Point	(41°18'N/71°52'W)	feet 2.9	feet 2.7	feet 0.1
West Harbor	(41°16'N/72°00'W)	3.0	2.7	0.2
Silver Eel Pond	(41°15'N/72°02'W)	2.8	2.5	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2010)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subtm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			
Demarcation lines are shown thus: --- -- --			

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsddata.nocd.noaa.gov/idrs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



# SOUNDINGS IN FEET

13214

02'

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.356" northward and 1.737" eastward to agree with this chart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

RHODE ISLAND - CONNECTICUT - NEW YORK

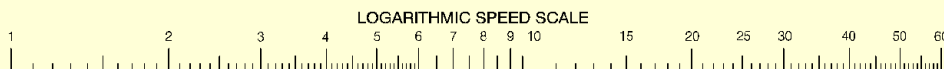
## FISHERS ISLAND SOUND

Mercator Projection  
Scale 1:20,000 at Lat. 41°18'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

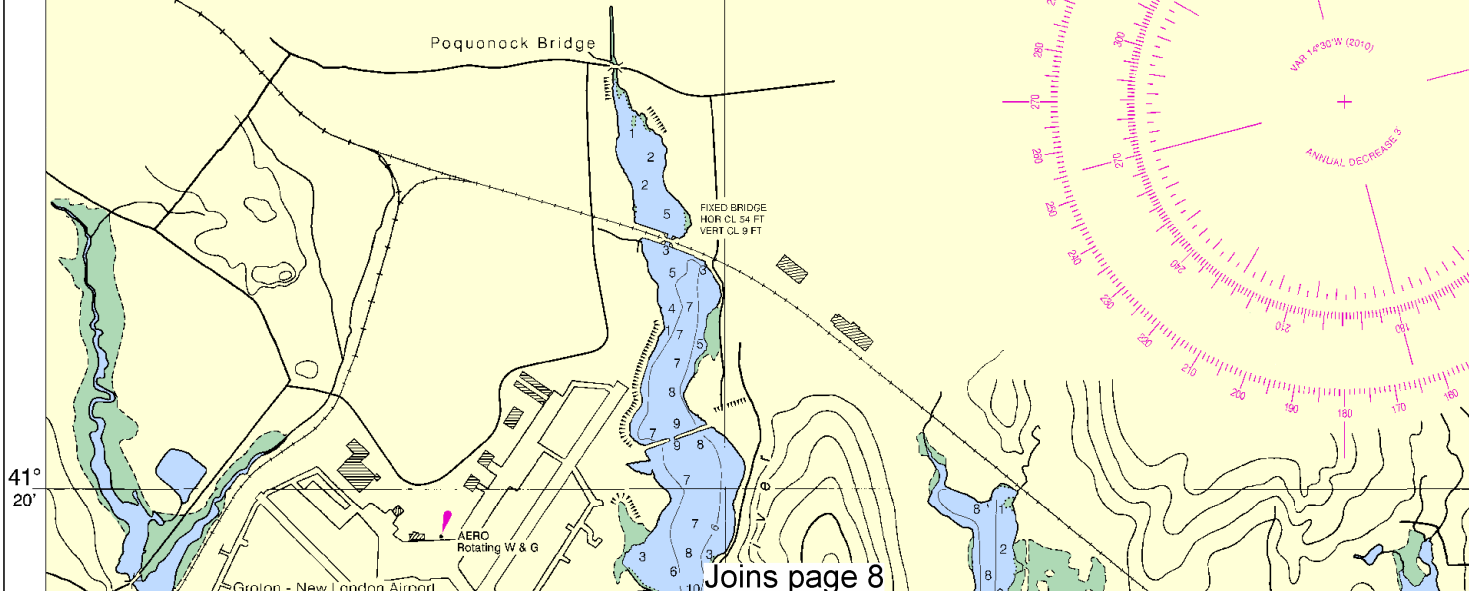
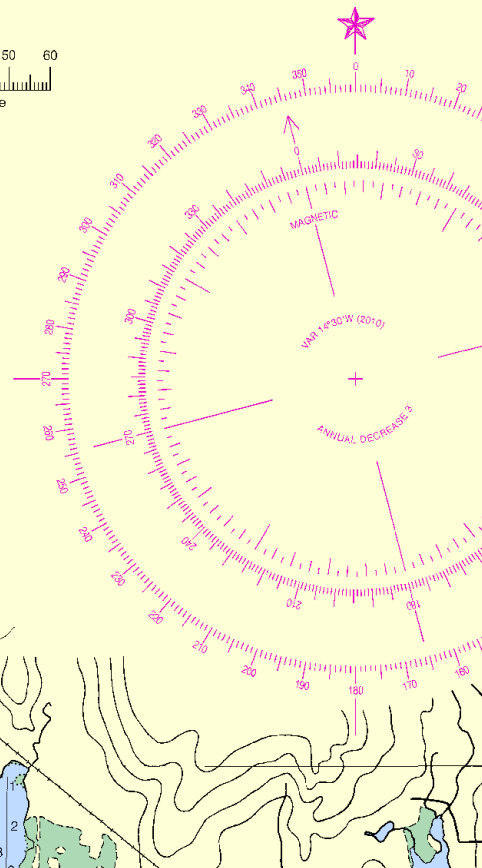
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To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



4



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



72°

58°

57°

50°

40°

30°

20°

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

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During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

## NOAA WEATHER RADIO BROADCASTS


The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT KHB-47 162.550 MHz  
Providence, RI WXJ-39 162.400 MHz  
Riverhead, NY WXM-80 162.475 MHz

## NOTE B

These waterways are marked with numerous uncharted private aids.

## CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

## TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of sound	
		Mean Higher High Water	Mean High Water
Watch Hill Point	(41°18'N/71°52'W)	2.9	2.7
West Harbor	(41°16'N/72°00'W)	3.0	2.7
Silver Eel Pond	(41°15'N/72°02'W)	2.8	2.5

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Sep 2010)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)


Aids to Navigation (lights are white unless otherwise indicated)

AERO aeronautical	G green	Mo micro code	N TR
Al alternating	IQ interrupted quick	N nun	Rot rot
B black	ISO isophase	OBSC obscured	s. sec
Bn beacon	LT light house	OC occulting	SEC ad
C can	M nautical mile	OR orange	ST M s
DIA diaphone	m minutes	Q quick	VQ ver
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

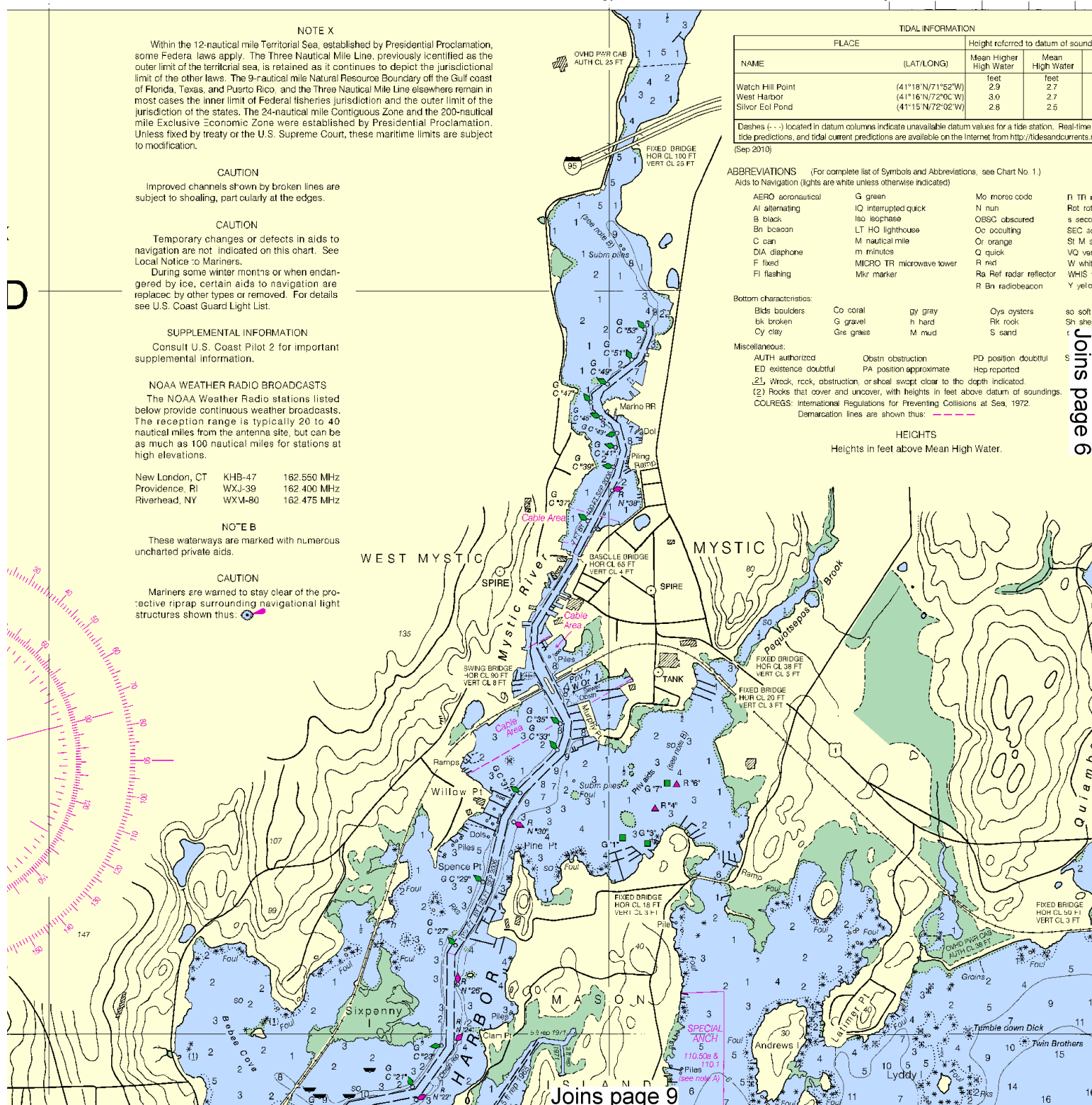
Blds boulders	Co coral	gy gray	Oys oysters	so soft
bkn broken	G gravel	h hard	Rk rock	Sh sh
Cy clay	Gs grass	M mud	S sand	t

## Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful
ED existence doubtful	PA position approximate	Hep reported
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.		
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.		
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.		
Demarcation lines are shown thus: 		

## HEIGHTS

Heights in feet above Mean High Water.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26667. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

5

Joins page 6



Height referred to datum of soundings (MLLW)	Mean High Water	Mean Low Water
feet	feet	feet
2.9	2.7	0.1
3.0	2.7	0.2
2.8	2.6	0.2

Use for a tide station. Real-time water levels, net from <http://tidesandcurrents.noaa.gov>.

see Chart No. 1.)

to micro code  
n BSC obscured  
c occulting  
r orange  
quick  
rtd  
a Ref radar reflector  
Br radiobeacon

R Tn radio tower  
Rot rotating  
s seconds  
SEC sector  
St M statute miles  
VQ very quick  
W white  
WHIS whistle  
Y yellow

Oys oysters  
Rk rock  
S sand

so soft  
Sh shells  
sy sticky

position doubtful  
p reported  
th indicated  
datum of soundings.  
at Sea, 1972.

Subm submerged

water.

Joins page 5

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
Refer to charted regulation section numbers.

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

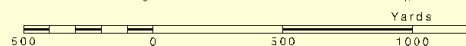
**SMALL CRAFT WARNINGS**  
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**NOTE C**  
**RECOMMENDED VESSEL ROUTE**  
Recommended vessel routes for deep draft vessels (including tugs and barges) entering and departing Rhode Island Sound, Narragansett Bay and Buzzards Bay. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF channel 16 or 13 for information concerning deep draft vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 2, Chapter 5, 6 or 7 as appropriate.

# **CAUTION**

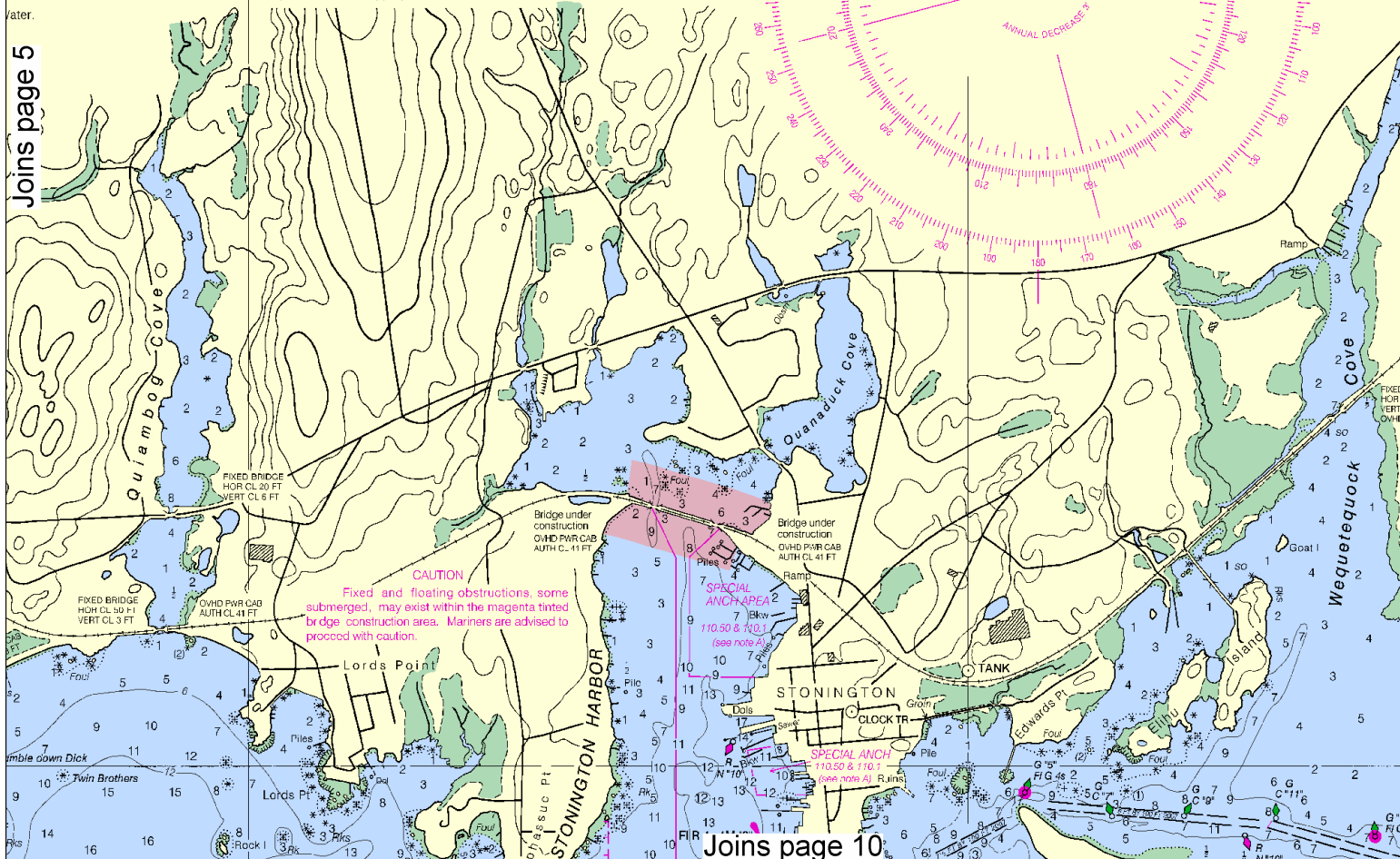
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

**SCALE 1:20,000**  
Nautical Miles



# **WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



6



Printed at reduced scale.

**SCALE 1:20,000**  
Nautical Miles

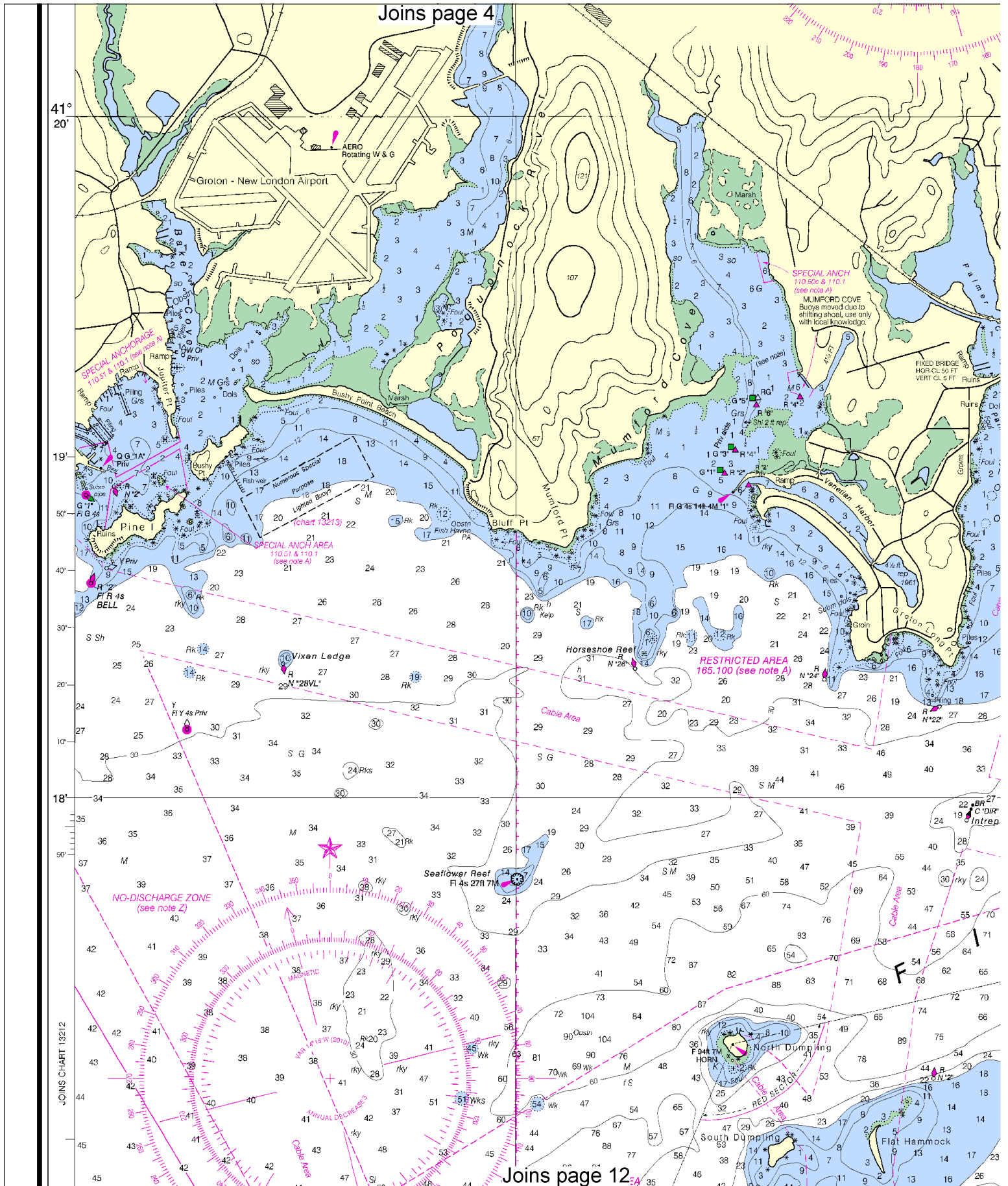
See Note on page 5.



Joins page 10









Joins page 5

MASSACHUSETTS

NOANK

MYSTIC

EAST HARBOR

RESTRICTED AREA 165.100 (see note A)

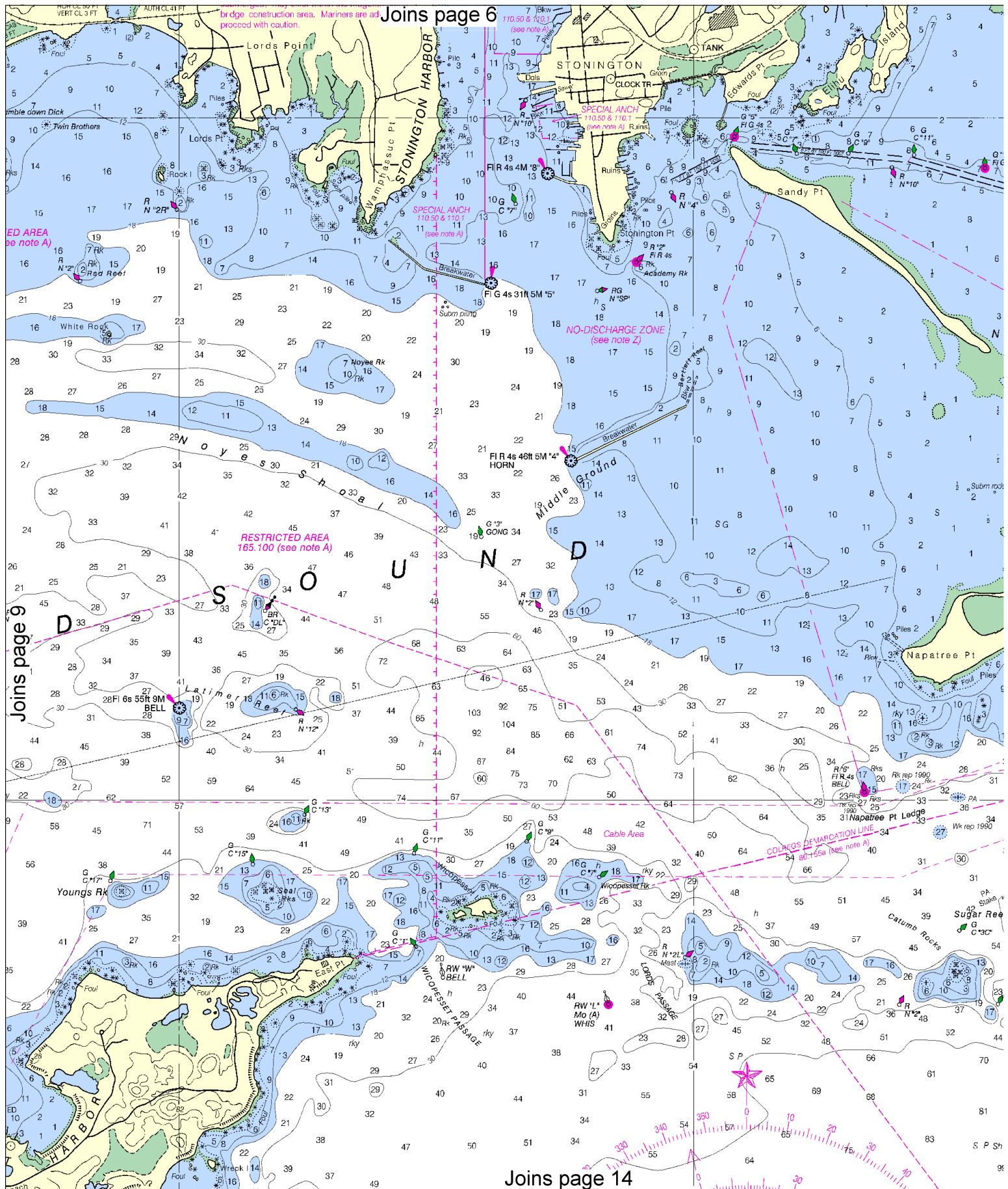
SPECIAL ANCH 110.500 & 110.1 (see note A)

Joins page 13

Joins page 5

Joins page 10

Joins page 13



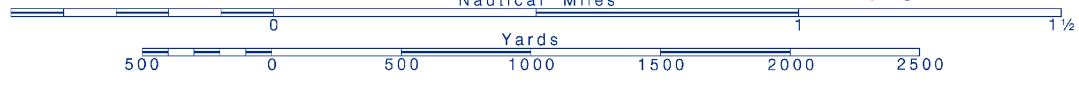
10



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Join page 7

41° 20'

41° 19'

41° 18'

71° 10'

71° 11'

71° 12'

Join page 15

Joins page 8

JOINS CHART 13212

41°  
16'

JOINS CHART 13212

02'

29th Ed., Dec. /10 ■ Corrected through NM Dec. 18/10  
Corrected through LNM Dec. 7/10

13214

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CS2), I Service, NOAA, Silver Spring, Maryland 20910-3282.

12



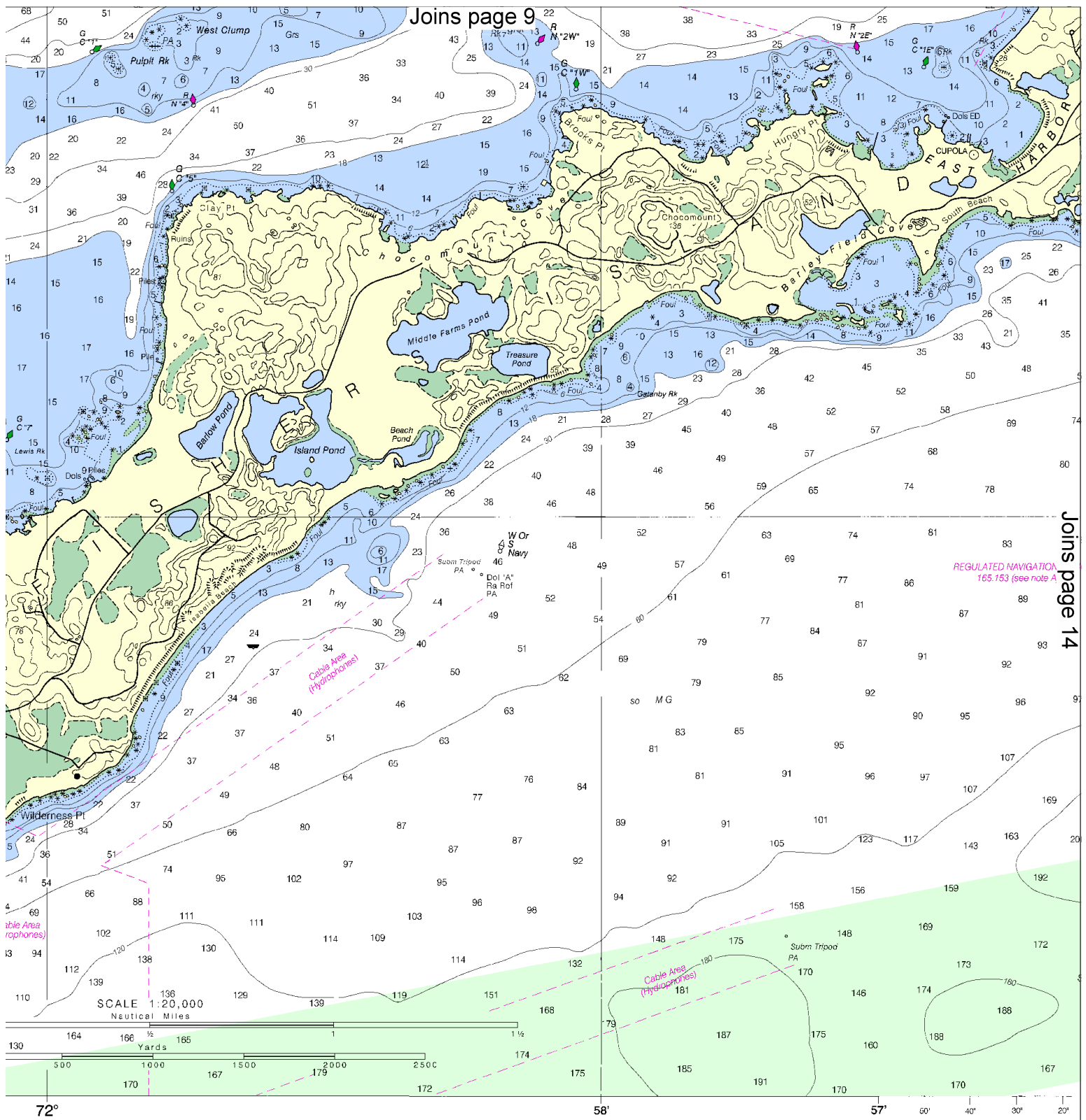
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





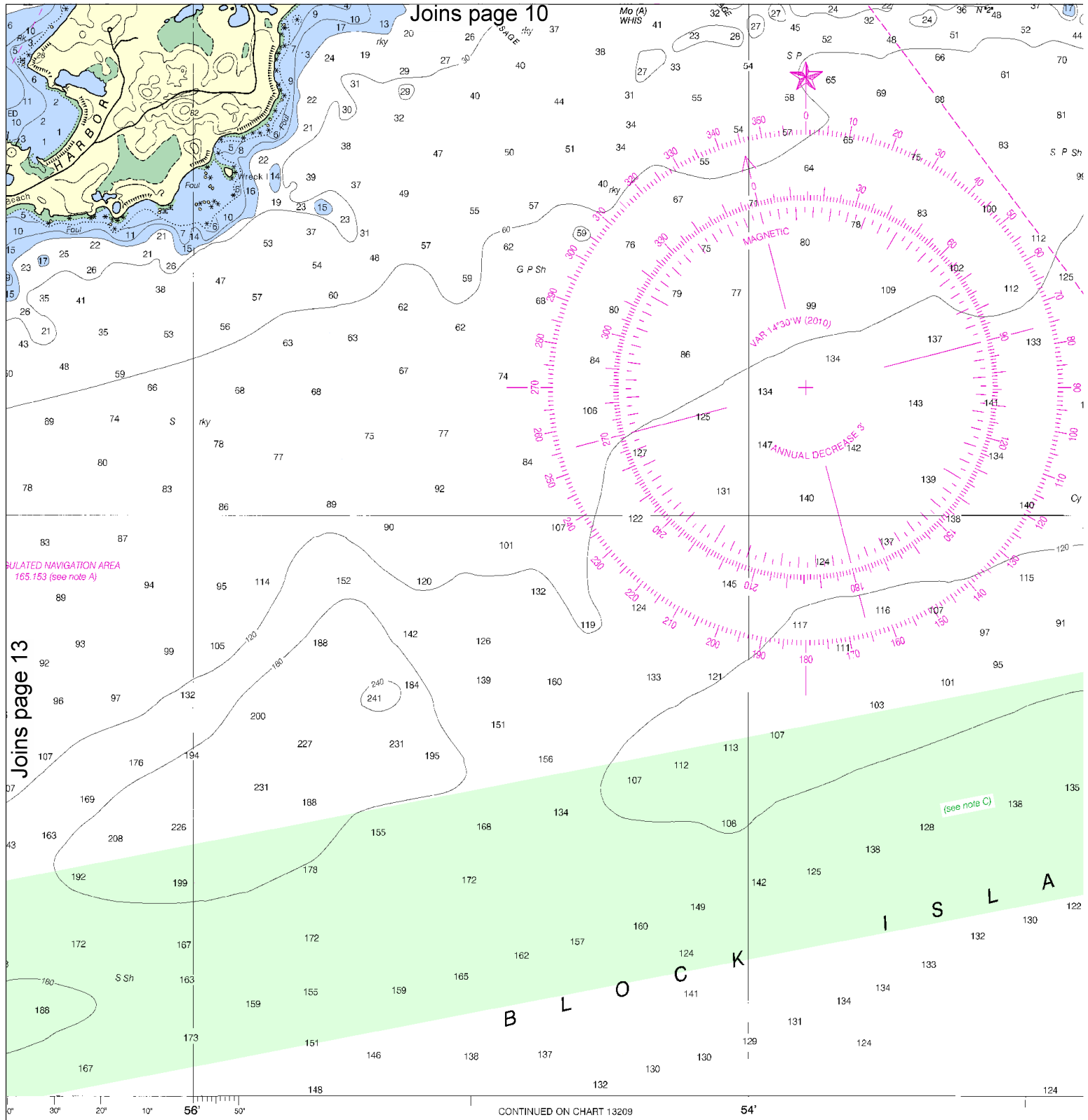


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NATIONAL OCEAN SERVICE  
COAST SURVEY



at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 U.S. COAST AND GEODETIC SURVEY

**SOUNDINGS IN FEET**

**14**



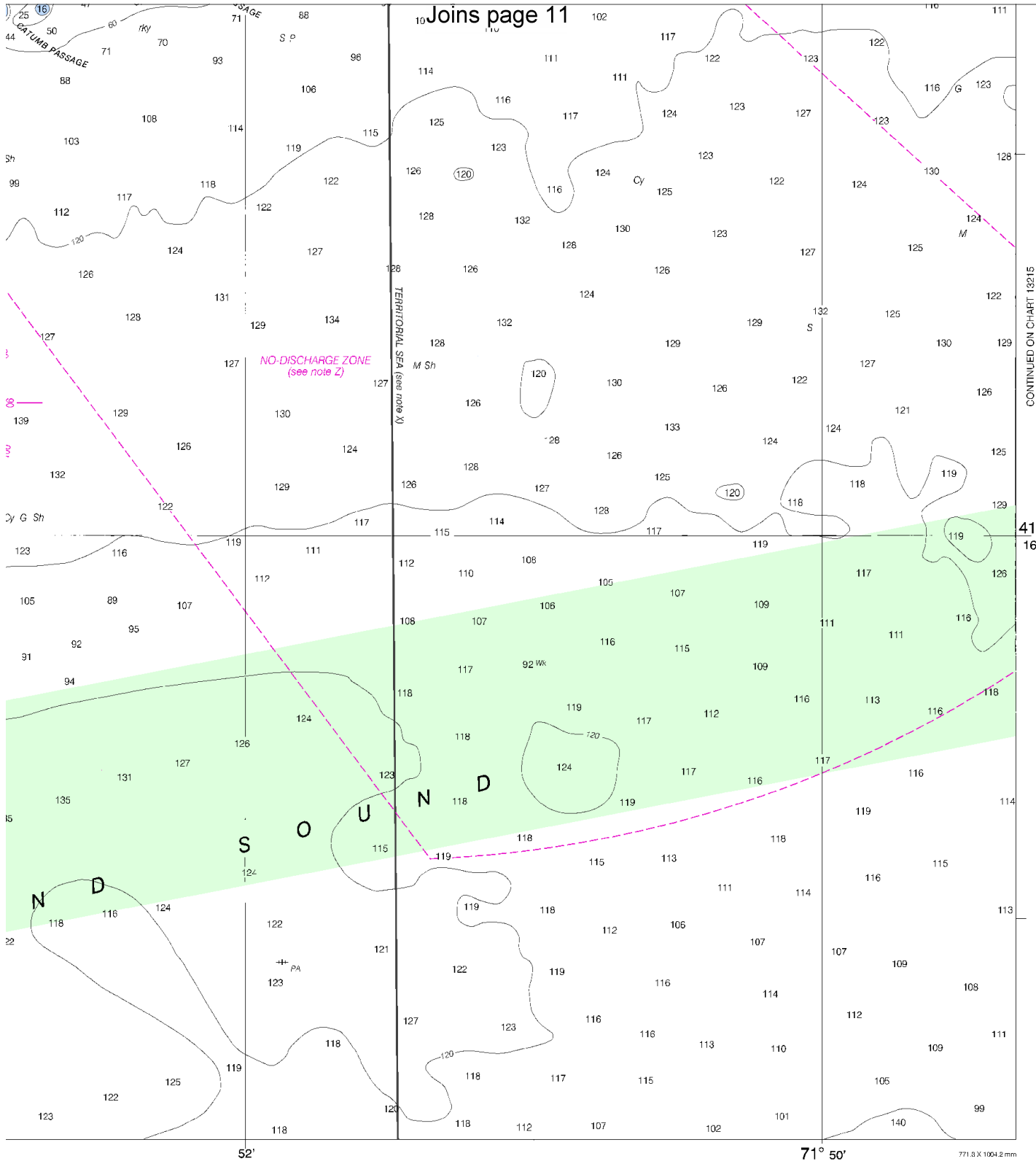
Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.







CONTINUED ON CHART 13215

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Fishers Island Sound  
SOUNDINGS IN FEET - SCALE 1:20,000

13214



ED NO 29



NSN 7642014010442  
NSA REFERENCE NO. 13XHA13214

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard MSO Long Island Sound** – 203-468-4404

**Coast Guard New London** – 860-442-4471

**Environmental Protection Specialist** – 203-468-4520

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



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**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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